

The plaintiffs claim that the Williams and Bolts have attempted "to deprive the plaintiffs of their money, assets, talents and energy in

money at first. But Genesis is doing quite well," he said, saying the lawsuit is just the result of a "typical partnership squabble."

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UPCM fights to move highway

by SENA TAYLOR
Record staff writer

Officials of United Park City Mines Company have hinted to the Utah Department of Transportation that they might take legal action against the department if it doesn't reconsider its plans for reconstructing the Park City connection of S.R. 248 with U.S. 40.

UDOT a year ago finalized its plans for the route as part of the Jordanella Dam bypass, after considering different routes and deciding to build the section of the Park City interchange near its present location. The department is now set to advertise for bids on the project in November.

But United Park, in an eleventh hour request, wants the road to be relocated to the south on its Richardson Flat land, where the mine company has development plans.

In a heated meeting Oct. 9, United Park charged that UDOT withheld information about the different routes and didn't allow enough public comment regarding where the road should go.

Attorney for United Park, Rosemary Beless, said that the mine company had been involved with the

project for three or four years and had been told "untrue things" about the northern and southern routes. "We were not given information until after the northern route was chosen, and we should have seen the alternatives," she said.

UPCM president David Bernolfo proposed to UDOT that neither route be constructed yet, but that a temporary road will be used until the process is reopened. "Build a permanent road [on either side of the interchange] to allow for public input," he suggested.

Beless presented a chronology of United Park's interaction in the process, noting that UDOT had advised them in January of 1985 that the route would be located on Richardson Flat. But in July of 1986, she said, United Park was informed the route had been relocated to the north, mainly because it would be \$4.5 million cheaper.

Bernolfo said that number was "bunk," and he believed if the Richardson Flat route were taken the department could save as much as \$1 million.

Beless said when United Park learned of UDOT's plan changes, they told UDOT of problems with the northern route.

The Bureau of Reclamation was also charged by United Park for withholding information. Beless said that if United Park been invited to joint meetings of the bureau, the Environmental Protection Agency, UDOT and the Army Corps of Engineers, the mine company could have informed them of the northern route's problems.

"We were not given final maps, and information given to us was vague and inadequate," said Beless, saying that United Park was informed that the route "had been moved slightly to the north and adjusted to eliminate potential impacts."

"We've spent a great deal of time and money stating the problems and asking for information, but we've never received enough detail. For some reason UDOT has kept the southern route a secret." She warned that in order for UDOT to avoid liability, the department should go through the entire process again, gathering more information and public input.

UDOT preconstruction engineer

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Blaine Kay said he didn't agree with United Park's accusations: "I do take strong exception that the selection of the route was done in a deceptive manner or that we withheld information. I understand that the information was made available."

Similarly, Wes Hirschi with the Bureau of Reclamation responded that "there have been an awful lot of meetings. But we are quite confident that we have provided to [United Park] the information regarding the route, and the refinement of moving it to the north."

Further, Hirschi said his agency felt that United Park "didn't have a problem with the northern route, and felt confident that the issue of the northern route was not a particular issue. We were very confident that we had this matter settled and behind us, and assumed it was over and done with."

Kay also pointed out that in selecting the northern route, the future of the Phoston plant was taken into

consideration, even though the plant is not in operation now.

But Bernolfo told the commission he believed the interchange route was moved "for arbitrary reasons; not costs, not safety, not wetlands..." Further, he said the southern route through Richardson Flat would be 1.2 miles shorter than the northern route, and thereby should be cheaper to construct.

UDOT officials responded that by building a new road and not following an old route, which would still have to be maintained, the added mileage to the state's road system would ultimately drive costs up for the department.

Bernolfo said "Richardson Flat is 90 to 95 percent of United Park's non-ski-related properties," adding the company would like to develop some parcels there. He said there are 8,400 United Park shareholders, to which he has a responsibility. "We need parity—parity of access," he said, referring to competition with proposed developments such as Mayflower and the Silver Summit Industrial Park which have major interchanges planned near them.

Central Utah Project officials at the meeting said their only concern

was that the project get built.

Park City planner Nora Seltenrich offered her concerns, however, saying that if the road was along the southern route it would be more beneficial for several reasons: a straighter, shorter shot from U.S. 40 into Park City; better access to the proposed Silver Creek Industrial Park; a "stronger visual link;" and better spacing of intersections along the route.

"We would like the opportunity to further explore the routes and we would like you to strongly consider reopening the issue to public comment," Seltenrich said.

The UDOT commissioners heard all the parties out and adjourned their meeting without any action on the issue. However, they have agreed to visit the site Oct. 22, a day before their next commission meeting Oct. 23, to take another look at it.

UDOT will use Bureau of Reclamation monies to build the new section of road, which under present plans will run from the present intersection of S.R. 248 and U.S. 40 southward along the slopes of the mountains to the west of the proposed Jordanelle Dam and reservoir.

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